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The Daily Press.

HONGKONG, JUNE 29TH, 1900.

It is instructive to note how quickly the
centre of gravity and centre of interest has
changed within the last three weeks from
South Africa to China. Fortunately, the
campaign against the Boers has already
passed from a regular war to a petty guerilla
contest; and though in their folly and
ignorance of the affairs of the world, the
Boers are still carrying on a useless contest,
the rest of the world have ceased to trouble
themselves about the details of a war already
locked upon as decided. The war in China,
however, possesses points of interest to the
European Powers exceeding far that in South
Africa, for in it is felt to rest the solution
of the problem of Asia, and whether Eng-
land or Russia is for the future to be con-
sidered as the paramount Power; and it is
this position that, perfectly compre-
hended by the other Powers, England her-
self appears inclined to ignore. Even the
United States, which till lately had not essayed
an interest in Oriental politics, have been
beforehand, and in ordering at once rein-
forcements from Manila have declared to the
world that America is not going to be
indifferent to the fate of China. Some-
what erroneously we hear of the struggle
against the disorders of the North spoken
of as a war against China, and we are
constantly from sources that should be

better informed hearing of declarations of
war. As a fact, we have no quarrel against
China; and if our Ministry had remembered
that our grievances were not against the
nation, but proceeded from a small and uni-
versally detested faction at the Capital, who
had usurped the functions of government,
we should not have been in the ignominious
position of finding ourselves foiled at every
turn by the petty intrigues of an ignorant
and vicious woman. Meanwhile it is some
slight satisfaction to find that the great
satraps of the central provinces, who at all
times have opposed by such constitutional
means as were in their power, without har-
ing recourse to violence, the upstart at Pe-
king, have all along been on the side of or-
der. But little had perhaps been expected
of the aged Viceroy LIU KUNYI, and it is
therefore in the highest degree satisfactory
to discover that he, with a moral courage
rare under such circumstances anywhere,
and in China almost unknown, has through-
out dared to impugn the conduct of Peking;
and has even had the courage to declare
that he was in person prepared to restore
order in the Metropolitan province. There
is, in fact, even in the degenerate China of
our days an element, and an important one,
which it would be well for us not to ignore,
working for the cause of order; and the
want of appreciation of this fact has
been one of the numerous instances of
incapacity, which even his greatest
admirer must lay at the feet of Lord Salis-
bury's administration, when the subject for
administration came to be China. In point
of fact we are not at war with China, nor is
there any occasion, if our Ministers are
capable of rising to the situation, why we
should be at war. This is really the funda-
mental difference between our natural policy
and that which has been actuating one or
more of the Continental states. Where the
hunger for more territory, which is the be-
setting sin of more than one of the European
nations, sways the policy of the state, there
is a temptation to see in every affront a
cause of war; simply because war supplies
the supposed justification required for seiz-
ing territory. The very evident attempt
on the part of Russia to foster the feeling
that the country is engaged in a holy war
against China has already hampered the
other Powers, and has undoubtedly led
to delay in the relief of the Legations.
While Russia has been planning occasion
for interference in force, the British Govern-
ment has scarcely shown itself alive to this
feature of the situation; and Russia it may
be noticed has been arming herself *cap à la*
for a supposed position, which except in her
own imagination does not exist. It is this,
even more than the possible dangers of the
situation itself, which is an ordinary Jacquiard
rising, that renders it necessary that the na-
tions standing on the side of order should
find themselves fully prepared for even-
tualities. The getting rid of the intrusive
Dowager and the restoration of the Emperor
to his Throne should be the first step taken,
and in this it is to be remembered we have
the prestige of the powerful satraps of the
Yangtze on our side. They are the elements
we should rely on; and fortunately they
have, in the resources of their provinces
alone, the means of establishing under the
legitimate Emperor a stable and respectable
government. And this leads naturally to
another, but equally important, subject and
that is the position of the capital. At all
times the remote situation of Peking has
made it a hotbed of intrigue; this is no
modern discovery and was equally the case
in medieval times as in the present. The
vagaries of the Empress Dowager would
have been impossible in the freer air of
Nanking; and the welfare of the nation, no
less than respectable tradition points to
Nanking or Hangchow as the proper centre.
The well known desire of the usurper to
shift her Court to Singan, shows that what
she and her reactionary party most dread is
the light of day; and as she has uncon-
sciously given the hint, it would be wise to
follow it up. The Emperor is understood to
have entertained such a project, and policy
no less than convenience dictates the change
as necessary to the growth of a good under-
standing.

From the telegrams which we publish this
morning it appears that, although Admiral
Seymour is back in Tientsin, the account
which credits him with having rescued the
Ministers at Peking is not quite correct.
It is reported, however, from a reliable
source that the German Minister at least
is now in Tientsin—a fact which may
account for the earliest intelligence of re-
cent events having reached the local
German firms. As to the representatives
of the other Powers, definite information,
apart from the native report which our
correspondent sends us, is still lacking.
Admiral Seymour has only got back to
Tientsin with heavy losses, no less than
62 of his men having been killed and
312 wounded; a very large proportion
out of the 800 odd with whom he started on
his dangerous journey. It may be, indeed,
that the second trainload, which followed
him on the 11th instant, succeeded in reach-

ing him, but we have no certain information
on this point. In any case, it is plain that
he was even harder pressed by the Chinese
than we had been led to believe. The
only good news to compensate for the
disappointment which is felt at the
future of the Admiral is the intelligence
that Tientsin has not after all suffered much
from the long bombardment by the Imperial
artillery. Indeed, as will be seen, it is
doubted whether any loss of life has been
incurred at all. The portion of the town
which suffered was not the old Concessions,
but the more recent extension, in which the
United States Consulate stands. The
bombardment, such as it is, still continues,
but there is now at Tientsin a large foreign
force and further reinforcements are due.
The railway staff is ready to repair the line,
and an advance may be expected very soon.
It is difficult to know what value to attach
to the Imperial "alarm" at the prepara-
tions of the allies. It seems to come late
in the day. If, however, the message can
be taken to imply that the Legations are still
intact—as they are to be protected "at all
costs"—we have good reason for satisfac-
tion.

The English Mail of the 26th May was de-
livered in London on the 25th inst.

During the 24 hours ending at noon yesterday
there were reported fifteen fresh cases of plague
and thirteen deaths.

A number of silver ornaments were stolen
from a house in Richmond Terrace on Wednes-
day afternoon, during the temporary absence of
the occupants.

Yesterday being the anniversary of the cor-
onation of Queen Victoria, the warships in the
harbour were decorated and at noon a royal
salute was fired.

On Wednesday night a successful attempt was
made to cut the military telegraph wires com-
municating with the forts at Happy Valley.
No political significance is attached to the act,
but the perpetrators remained undiscovered
so far.

On Wednesday night Inspector Ford and a
party of police visited a house at No. 17, Amoy
Lane, Wanchai, and found gambling going on.
They made 21 arrests, and the men were
brought before Mr. Hazell yesterday. The
keeper was fined \$25 or two months and the
rest \$3 or 14 days.

The Telegraph Companies have been informed
that a despatch service between Chefoo and
Taku has been organized at the Chefoo Tele-
graph Office, under the control of one of their
European Staff. Although telegrams can only
be accepted at "sender's risk," every effort,
the Companies state, will be made to ensure
their delivery.

The Ninth U.S. Infantry Regiment was due
to start from Manila on Wednesday and is
likely to go by the transport *Logan* via Nagasaki,
where some more coal may be shipped. It is stated
that the 17th and 12th Infantry will follow as
fast as transportation can be arranged for them,
and when they can be relieved from their present
stations, which are along the railway between
Tarlac and Dagupan. All the men and officers
are elated at the prospect of exchanging Manila
for China.

At the Magistracy yesterday afternoon Tam
Yan was charged on remand with being con-
nected with an illegal society. He was defended
by Mr. Hayes. The defendant was stopped in
Queen's Road by Sergeant Sim and searched,
and a book and a cloth were found in his
possession. Choi Yuk Shan, who has made a
special study of Triad Society affairs, examined
the book on behalf of the police, and deposed
that it related to the secrets of the Triad
Society as also did the cloth, there being a lot
of doggerel about the destination of the Ching
dynasty. The defendant was committed for trial.

The Imperial Government Railways Depart-
ment of Japan gave orders during last year to
England and America for the following railway
material, which is to be imported: Locomotives
50; cars, \$1,700,000; rails 26,000 tons, \$2,300,000;
103 feet bridge girders 49 spans, \$740,000; 300
feet bridge girders 11 spans, \$250,000; other
bridge girders 7,000 tons, \$250,000; total
\$3,240,000. Most of the bridge girders and
rails are being made in the Peneyord Iron Works,
America, while Neilson and Dubs, England, are
named as the makers of all the locomotives.

There was a meeting of prominent Filipinos
on the 21st inst. at the house of Don Pedro Paterno,
Manila, with a view to consider how to bring to
an end the present state of war in the islands.
The desire for peace was generally expressed,
and the recent amnesty strengthened the feel-
ing that pressure should be put on Aguinaldo.
The following proposals were adopted:—Ex-
pulsion of the Friars; Exercise of personal
right to be guaranteed to the Filipinos, the
same as to Americans according to their con-
stitution; Establishment of civil government in
Manila and the provinces; The return of con-
fiscated property; Revolutionary generals to be
given employment in the native militia, when
formed; Filipino funds to be used in aid of
needy Filipino soldiers.

It is considered not at all unlikely that
through railway communication will be es-
tablished between Penang and Baguain Sarai by
the 1st of August next.

The well-known Chinese Filipino leader, Gen-
eral Pau, who surrendered a short time ago to
the U. S. forces, after an investigation into the
charges brought against him by the people of
Leguspi has been acquitted and thus returned
to the status of an insurrectionary ex-chief. He
took the oath of allegiance and was released on
the 28th inst.

Word has reached Kobe that the work of rais-
ing the steamer *Morgan City*, sunk in the Inland
Sea near Onomichi, is not proceeding satis-
factorily, and it is expected that no more at-
tempts will be made to raise her from her
present position. She will be probably sold by
auction as she lies.

A letter is printed in the *Kobe Chronicle*
from Mr. Sands, the American adviser to the
Korean Household Department, which must
finally set at rest the stories to which such wide
currency was given by the Japanese papers,
alleging that An and Kwong, the two Koreans
recently executed, were tortured before the
capital sentence was carried into effect. There
is not only the certificate given by an English
doctor, Mr. E. H. Baldeck, but there is the
additional evidence of other foreign witnesses,
who all state that the bodies showed no marks
of ill-treatment. It may be that it is because
this evidence has been laid before the Japanese
Government and found satisfactory that no
further steps have been taken to resent what at
first sight appeared a deliberate flogging of
Japan.

The *Jiji* publishes a telegram from Seoul,
dated 17th inst., to the effect that the report
regarding the despatch of Japanese soldiers to
China, has produced a marked effect at Seoul,
and Japan is recovering her position in the eyes
of the Koreans. Mr. Sands, American Council-
lor of the Imperial Household, has submitted a
representation to the Emperor in which he
states that Russia is attempting to injure the
interests of Korea and has already snatched
some ports; and, on the other hand, Japan
treats Korea as if the country were her terri-
tory. Therefore Korea's independence is threat-
ened, no matter whether she depends on Japan
or Russia. M. Pavloff, Russian Minister, is
understood to be working very determinedly in
order to secure Mr. Sands' retirement, while
outwardly he assumes a friendly attitude and
even entertains the Ministers for Japan and
America.

General Sir Arthur Power Palmer is reported
to have been appointed Commander-in-Chief of
the forces in India in succession to the late Sir
William Lockhart. Sir Power Palmer is 60
years old, and has spent more than forty years
of his life in the army in India. Educated at
the Royal Military College at Cheltenham, he
entered the Indian army at the age of 17, get-
ting there just in time to participate in the
stirring scenes of the Indian Mutiny in 1858-59
as a member of Holburn's Horse. Before he
was 25 he was transferred to the North-west
frontier in Canada, and thence back to take
part in the Abyssinian war of 1867-68. Since
1890 he has spent most of his time in command
of a district in India, and has seen a good deal
of fighting with the hill tribes.

THE CONDITION OF YUNNAN-FU
IN MAY.

Letters dated as long back as May 15-18
from the French Consulate at Yunnan-fu are
published in a copy recently to hand of
L'Asie de l'Extrême, from which it appears
that as early as then the French residents were
prisoners in the Consulate and maintaining
their position with arms in their hands. M.
François on his arrival at Mengtze was
seized by the Chinese of importing arms across
the border into the Yunnan, and his baggage
was searched. This led to altercations and the
baggage-convey had to be escorted to the Con-
sulate by an armed force. The Chinese Yunnan
was absent, but his representative demanded the
surrender of 30 guns, which he asserted has been
brought by the Consul. "This," says *L'Asie*,
"is the number given by the Chinese, but it is
not correct." M. François refused point blank
to give up any guns, and was then told that the
Consulate would be attacked. On the 16th all
the French residents were summoned to the
Consulate and informed that their safety could
not be guaranteed if they remained outside.
23 in all arrived at the building, including
missionaries, the military, and private individ-
uals. Arms were distributed and watches organi-
zed. The telegraph-line had been cut and the
most alarming rumours were circulating, while
the abandoned houses were looted by the Chinese
troops.

On the 16th the English residents came and
asked for protection. This was extended to
them, and one man, four women, and two chil-
dren were brought in. The consulate unfortu-
nately, the correspondent points out, was a mere
"mouse-trap," and would be untenable in the
events of a siege.

Such was the situation on the 16th, when the
letters were despatched, but since then *L'Asie*
reports the rumour that M. François and the
refugees had got away to Louky, and that
they had probably been rescued by a party from
Mengtze.

LATEST STEAMER MOVEMENTS.

The "Ben" Line steamer *Bengloe*, from
London and Antwerp, left Singapore on the
25th instant for this port.

The N. P. steamer *Queen Adelaide* sailed
from Tacoma for Japan and Hongkong on the
24th instant.

The N. G. I. steamer *Bisagno* left Singapore
for this port on the 27th inst. and is due here on
or about the 3rd July.

The M. M. steamer *Zepher*, with the next
French mail will leave Saigon to-day (Friday),
at 1 p.m. for this port.

The C. P. R. steamer *Empress of China*
arrived at Vancouver at 4.30 a.m. on Wednes-
day, the 27th inst.

The steamer *Savona*, from Hamburg, left
Singapore for this port on the 28th inst., and
may be expected here on or about 3rd July.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 28th June, 4.30 p.m.

RELIEF OF ADMIRAL SEYMOUR—
HEAVY CASUALTIES—RELIEF OF
MINISTERS UNCONFIRMED.

Admiral Seymour has been relieved and
has returned to Tientsin. His force has
lost 62 killed and 312 wounded. No definite
news is to hand from Peking.

TIENTSIN NOT MUCH DAMAGED.

The accounts of the damage done to Tient-
sin are greatly exaggerated. Probably there
have been no casualties. Only the new
Concession has been damaged. The bom-
barding, however, is continuing.

MR. KINDER TO REPAIR RAILWAY.

Mr. Kinder has returned from Chefoo to-
day to Taku with his staff and is getting
ready to repair the railway.

15,000 MEN AT TAKU.

There are sixteen thousand troops al-
together now landed by the Powers at Taku.

SHANGHAI, 28th June, 9 p.m.

CHINESE GOVERNMENT ALARMED!

It is reported on good Chinese authority
that the Imperial Government is alarmed
at the foreign preparations.

BOXERS TO BE SUPPRESSED AND
LEGATIONS PROTECTED.

Edicts have been issued ordering the
summary suppression of the Boxers and the
protection of the foreign Legations at all
costs.

THE RELIEF OF TIENTSIN.

A German firm received the following
telegram from the North yesterday morning,
which they kindly placed at our disposal:—

SHANGHAI, 28th June 1.3 p.m.

Tientsin news is exaggerated. It is al-
most certain nobody is wounded. There has
only been destruction in the extra (new)
concession.

Through the courtesy of Messrs. Aru-
hold, Karberg and Co., we are also enabled
to publish the following telegram which
they received yesterday afternoon from
Shanghai:—

Tientsin damage much exaggerated. The
loss of life and property will probably be
small.

GERMAN MINISTER REPORTED AT
TIENTSIN.

From a well-informed source it was yester-
day reported that the German Minister
at Peking had arrived in Tientsin, but no
details are to hand.

THE WAR.

LONDON, 27th June, 7.35 p.m.

FULL BRITISH CASUALTIES TO
DATE.

The total British casualties during the
course of the War, exclusive of present hos-
pital inmates, is twenty-six thousand two
hundred and ninety-six (26,296).

REBELLION ENDED IN NORTH
WEST CAPE COLONY.

General Warren reports that the rebellion
in Cape Colony north of the Orange River
has been suppressed. The last formidable
body of Boers under Commandant de Vil-
lers has surrendered.

FOREIGN ATTACHES HAVE SEEN
ENOUGH.

It is unofficially reported that the foreign
military attaches, recognizing that oppor-
tunity for effectual Boer resistance is past,
have left Pretoria and are returning to their
homes.

THE RHEDIVE IN ENGLAND.

The *Rhedive* has arrived in London to-day
(Wednesday).

REUTER'S SERVICE.

LONDON, 26th June.

THE WAR IN SOUTH AFRICA.

General Clements yesterday engaged a body
of the enemy near Winburg, driving them
northward of the Zand river. The mounted
infantry also had a successful skirmish with
Boer patrols, a few miles south-east of Pretoria.

THE JAPANESE PRINCE IN
GERMANY.

Yesterday Prince Kotokito attended the
ceremony of unveiling a monument to the
Emperor William I. at Holtenau, and was
received in the afternoon by the Emperor on
board the *Hohenzollern*.

LONDON, 26th June.

THE WAR IN SOUTH AFRICA.

The Boers unsuccessfully attacked the en-
trenched camp of the Shropshires and Canadians
and intercepted a train conveying troops from
the South to Pretoria. A number of prisoners
released from Waterval, under Bullock, armed
with Mannsers, arrived to their assistance. Bul-
lock refused the Boer demand to surrender and
resisted for seven hours under a shell and rifle
fire. Major Hobbs of the West Yorks, who had
been a prisoner for eight months, was killed,
and Lieuts. Smith and Glover wounded; re-
inforcements arriving from Kromstad, the
Boers fled.

THE CHINA QUESTION.

The Government is making extensive pre-
parations to supply winter clothing for troops
in the event of a winter campaign in China.

THE CRISIS IN CHINA.

LOCAL MOVEMENTS.

Hongkong is rapidly becoming a harbour
of refuge for the neighbouring ports. Yesterday
there was a large number of arrivals from
Shanghai, most of the European residents having
decided that their wives and families will be
safer in Hongkong. Shanghai also is sending
a number of visitors, and the island bids fair
to be very crowded during the continuance
of the crisis. Canton according to latest ad-
vices is perfectly quiet, but no one will be
surprised if H.M.S. *Orford* should proceed thither
to join the *Redpole* and the American *Don
Juan de Austria*. H.M.S. *Flower* was to sail
yesterday from Singapore for this port. The
Bonaventure still remains, and it does not seem
that she will now leave the harbour. More
probably she will act as a guard-ship in case
of emergency. The U.S. flagship *Brooklyn*,
with Rear-Admiral Remy on board, arrived
here at about 2 p.m. yesterday from Manila.
Should she go north, it may be in the company
of the *Zafiro*.

LIMITING THE RANGE OF THE WAR.

The U.S. Consul at Shanghai on the 21st inst.
received the following telegram from Chefoo:—
"The following has been agreed upon by the
Senior Naval Officers at Taku:—The Admirals
and Senior Naval Officers of the Allied Powers
in China desire to let it be known to the
Viceroy and authorities of the Coast and
River Provinces and cities in China that they
intend to use armed force only against Boxers
and those people who oppose their march to
Peking to the rescue of their fellow-country-
men."

FOOCHOW.

The *Daily Echo* reported on the 23rd inst.—
All is quiet here and there seems no cause to
apprehend trouble. The Viceroy has shown
great friendliness and is ready to offer any
protection to foreigners in case of need. There
have been some few soldiers sent on to the
Settlement and others are in readiness a short
distance away. The forts at the mouth of the
river have been well supplied with men.

HUPPEE.

A Hankow correspondent of the *N. C. Daily
News*, writing on the 18th inst., describes a riot
four days previously at the market town of
Taochih, in the province of Hupchi, on June
the 14th, when the premises belonging to the
London Mission were looted and destroyed.
"For many years," says the writer, "Taochih
has been a very bad name among missionaries, as
every foreigner who ventured to show his face
on its streets was chased and pelted out of the
place by a mob of rowdies. But of late years a
great change had come over the people and the
old rowdy element seemed to have all
but disappeared. Last year a foreign house
was built by the London Mission and native
premises were bought and adapted for tempo-
rary use as a hospital, school, chapel, etc.
The Rev. Henry Robertson and Dr. Ed-
ward Willis have lived there ever since in peace
and quietness, the people have been friendly,
and hospital and school work has been carried
on vigorously. Until the morning of the 14th
not a sign was given of approaching trouble.
On that day an immense crowd gathered to
witness the festival of the God of Medicine,
drawn thither, it is now known, by a very vil-
dly distributed notice that special attractions
would be provided, including "foreign fire-
works." The attack commenced by continuous
requests to be allowed to look over the house,
but this was, of course, out of the question.
Later on, stones were freely thrown into
the compound, but nothing more hostile was
attempted until about one o'clock, the garden
gate was burst open and a terrible rush was
made into the house. Mr. Robertson was away
on a journey, and Dr. Willis, seeing that the
mob was bent on mischief, made his escape by
the front door, finding a refuge in the loft of a
house belonging to a friendly neighbour. But
so determined was the mob to find his where-
abouts that he was obliged to take refuge in a
large wicker basket, where he sat for three or
four hours while his enemies sought for him
high and low, often quite close to his hiding
place. At dusk, he and his assistants made
their way to the river and took a
boat to Hankow, where they arrived in safety
yesterday, the 17th. It is remarkable that
notwithstanding the immense concourse of people
gathered to witness the fun, and the ferocity of
the ringleaders, no life was lost and no one was
seriously injured. The origin of the riot is a
mystery, but the Viceroy is dealing most vigor-
ously with the matter, and he is evidently quite
determined to see his utmost authority to pre-
serve peace and order in the territory under his
jurisdiction."

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

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"ULYSSES."
Captain Brown, will be despatched as above on MONDAY, the 2nd July.
For Freight, apply to
BUTTERFIELD & SWIRE.
Agents.
Hongkong, 19th June, 1900. 1792

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THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "THYRA" 4 P.M. 4th
3,812 Tons
S.S. "CARLSMISSE" About 20th Aug.
S.S. "STRATHMORE" About 15th Sept.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA and HONOLULU on WEDNESDAY, the 4th July, at 4 P.M.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th June, 1900. 14

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR
EUROPE, AUSTRALIA, CEYLON, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"BENGAL,"
Captain S. Barham, carrying Her Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 7th July, 1900, at Noon, taking passengers and cargo for the above ports. Sift and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 25th June, 1900. 1

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"
Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 11th July, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 27th June, 1900. 1443

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A daily qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. 1759

CHINA NAVIGATION COMPANY,
LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A Refrigerating Chamber carries the Supply of Fresh Provisions during the entire voyage.

Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 18th June, 1900. 1781

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

(ROB. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA,"
Capt. Petersen, will be despatched for the above port on about 24th July.

For Freight, apply to
CARLWITZ & CO.,
Agents.

Hongkong, 30th May, 1900. 1617

VESSELS ON THE BERTH
U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, July 5, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900. 3

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 14, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at NOON.

CORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at NOON.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 14th July, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 20th June, 1900. 4

VESSELS ON THE BERTH
SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA,"
will be despatched for the above port on or about 15th July.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st June, 1900. 1645

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.

NIIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 4th June, 1900. 16

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in CHINA, and in connection with the YOKOHAMA STRAIT NAVIGATION CO.'S fortnightly service hence to CAUVETIA. Sailings from CAUVETIA for CAPE POINT every fortnight.

For Freight and further particulars apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

HONGKONG STEAMERS.

Antenor, British str., 3,503, Jackson, June 26, at Noon.

Argyll, British str., 1,882, Thomson, June 26, at Noon.

Doddwell & Co., Ltd.

Ariake Maru, Jap. str., 1,880, Yamamoto, June 26, at Noon.

Banca, British str., 3,793, Babel, June 27, at Noon.

P. & O. S. N. Co.

Changsha, British str., 1,463, Moore, May 29, at Noon.

Chidna, German steamer, 1,113, Voss, June 23, at Noon.

Siemens & Co.

Chingru, British str., 1,455, Williams, June 26, at Noon.

Butterfield & Swire

Chevin, British str., 1,035, Williamson, June 26, at Noon.

Butterfield & Swire

City of Peking, Amr. str., 5,679, Smith, June 26, at Noon.

P. M. S. S. Co.

Coptic, British steamer, 2,744, Rinder, June 8, at Noon.

O. & O. S. S. Co.

Daphne, German str., 1,290, Nissen, June 13, at Noon.

Siemens & Co.

Elise, German steamer, 900, Petersen, June 26, at Noon.

Chinese

Emma Layden, Ger. str., 1,035, Wallis, June 14, at Noon.

Chinese

Passang, British str., 1,410, Mitchell, June 17, at Noon.

Jardine, Matheson & Co.

Freiburg, German str., 3,970, Prosch, June 1, at Noon.

Siemens & Co.

Futami Maru, Jap. str., 2,890, Thom, June 26, at Noon.

Nippon Yusen Kaisha

Glengyle, British str., 2,493, Frakes, June 24, at Noon.

Doddwell & Co., Limited

Goodwin, British str., 2,832, Jackson, June 4, at Noon.

Guthrie, British str., 1,494, McArthur, June 23, at Noon.

Gibb, Livingston & Co.

Haitan, British steamer, 1,138, Roach, June 23, at Noon.

Douglas Layrak & Co.

Hanoi, French steamer, 749, Pannier, June 27, at Noon.

A. R. Marty

Hating, French steamer, 750, Bast, June 27, at Noon.

A. R. Marty

Inaba Maru, Jap. str., 3,834, Balmbridge, June 27, at Noon.

Nippon Yusen Kaisha

Longwood, Ger. str., 1,245, Schulz, June 11, at Noon.

Siemens & Co.

Lyemond, Ger. str., 1,238, Heuermann, June 23, at Noon.

Siemens & Co.

Mazagon, British str., 3,278, Cook, June 23, at Noon.

P. & O. S. N. Co.

Miles, German steamer, 1,694, Hills, June 10, at Noon.

Order

Onsager, British str., 1,787, Young, June 24, at Noon.

Jardine, Matheson & Co.

Phranang, British str., 1,021, Calder, June 23, at Noon.

Butterfield & Swire

Quartz, German str., 1,146, Johansen, June 24, at Noon.

Sander, Wieler & Co.

Sabia Rickmers, British str., 600, Nasbet, June 24, at Noon.

Arnhold, Karberg & Co.

Sungking, British str., 1,921, Moore, June 13, at Noon.

Butterfield & Swire

Taisang, British str., 1,544, Wilde, June 24, at Noon.

Jardine, Matheson & Co.

Takong, British steamer, 977, Kent, June 23, at Noon.

Jardine, Matheson & Co.

Tamsui Maru, Jap. str., 1,075, Nagata, June 23, at Noon.

M. B. Kaisha

Thyra, Norw. str., 2,419, Edvardsen, June 27, at Noon.

Butterfield & Swire

Yuesang, British str., 1,125, Relfe, June 23, at Noon.

Jardine, Matheson & Co.

SAILING VESSELS.

Esmeralda, British str., 130, Harrison, April 14, at Noon.

Jardine, Matheson & Co.

Frans, Danish barkentine, 353, Pedersen, April 23, at Noon.

East Asiatic Trading Co.

Glenches, British bark, 809, Burns, June 20, at Noon.

Sander, Wieler & Co.

J. B. Walker, Amr. ship, 2,105, Wallace, June 23, at Noon.

Siemens & Co.

Kwato Maru, Jap. str., 525, Mase, June 19, at Noon.

Master

Mary L. Schapp, Amr. bark, 1,673, Kendall, June 15, at Noon.

Stanford, British bark, 562, Wilson, June 22, at Noon.

Order

Tam O'Shanter, Amr. ship, 1,432, Ballard, May 16, at Noon.

Standard Oil Co.

Valkyrie, British bark, 430, Hall, June 23, at Noon.

Order

Vale of Doon, British bark, 669, Petersen, June 23, at Noon.

Sander, Wieler & Co.

HER BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

JOINT STOCK SHARES

THE WEATHER

STOCKS	NO. OF SHARES	ISSUE PRICE	PAID UP	LAST DIVIDEND	CLOSING QUOTATIONS
RAVENS					

MAILS WILL CLOSE

FOR	PER	DAY AND HOUR.
Hoihow and Haiphong.....	<i>Hating</i>	Friday, 28th, 9.00 A.M.
Haiphong	<i>Hanoi</i>	Friday, 28th, 11.00 A.M.
Manila	<i>Yuenay</i>	Friday, 28th, 11.00 A.M.
Macao	<i>Heungshin</i>	Friday, 29th, 0.15 P.M.
Shanghai	<i>Tsinang</i>	Friday, 29th, 2.00 P.M.
Singapore	<i>Puwang</i>	Friday, 29th, 2.00 P.M.
Shanghai	<i>Lueymoon</i>	Friday, 29th, 3.00 P.M.
Vladivostok	<i>Milou</i>	Friday, 29th, 5.00 P.M.
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Shanghai, Nagasaki, Kobe and Yokohama	<i>Banco</i>	Saturday, 30th, 11.00 A.M.
Shanghai	<i>Kowgee</i>	Saturday, 30th, 11.00 A.M.
Macao	<i>Heungshin</i>	Saturday, 30th, 0.15 P.M.
Takao	<i>Ariaka Maru</i>	Saturday, 30th, 4.00 P.M.
Serawo, Amoy and Tamsui	<i>Tamsui Maru</i>	Saturday, 30th, 5.00 P.M.
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EUROPE, AC. INDIA VIA TUTICORIN.....	<i>Laos</i>	Monday, 2nd July Circulars 9.00 A.M. Registration 11.00 A.M. Papers 11.30 A.M. (Registration, with late fee of 10 cents, up to 11.45 A.M.)
(Late Letters 0.10 to 0.30 p.m. Extra Postage 10 cents).....		Letters Noon. Men, 2nd July, 0.45 P.M. Tues, 3rd July, 11.00 A.M.
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Macao	<i>Heungshin</i>	Tues, 3rd July, 11.00 A.M.
Amoy, Moji, Kobe, Y'hama, V'ctoria and Tacoma	<i>Ganagao</i>	Tues, 3rd July, 3.00 P.M.
Manila	<i>Sungkiang</i>	Wednes, 4th July, 11.00 A.M.
Moji, Kobe, Yokohama and Portland, Or.....	<i>Argyll</i>	Thurs, 5th July, 2.00 P.M.
Singapore, Samarang and Sourabaya	<i>Onwang</i>	Satur, 14 July, 3.00 P.M.
Manila, Thursday Island, Cocktown, Cairns, Ternville, Brisbane, Sydney and Melbourne	<i>Chingta</i>	Wednesday, 18th July, Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the Mail. Extra postage 10 cents)	<i>Empress of Japan</i>	Letters 11.00 A.M.

TO-DAY.	DEPARTED.
Sale, Books and Bicycles, Sales ROOMS, Mr. Geo. P. Lammert, 3 p.m.	For Diamonds, for Manila, Messrs. B. Motgo J. Rivera, A. Osorio, F. Aguado, R. Easa, S. Cruz, Captain F. Liger

COMMERCIAL.

CLOSING QUOTATIONS.
THURSDAY, 28th June,
EXCHANGE.

ON LONDON:

Telegraphic Transfer	2/0
Bank Bills, on demand	2/0 ¹¹
Bank Bills, at 30 days sight	2/0 ¹¹
Bank Bills, at 4 months sight	2/0 ¹¹
Credits, at 4 months sight	2/0 ¹¹
Credits, at 6 months sight	2/0 ¹¹

1818.—
1. Full demand = 9511

Bank bills, on demand	250
Credits, at 4 months' sight	256
ON DEMAND	
On demand	204
ON NEW YORK.—	
Bank bills, on demand	483
Credits, 60 days' sight	494
ON BOMBAY.—	
Telegraphic Transfer	1491
Bank, on demand	1504
ON CALCUTTA.—	
Telegraphic Transfer	1491
Bank, on demand	1504
ON SHANGHAI.—	
Bank, at sight	71
Private, 30 days' sight	72
ON YOKOHAMA.—	
On demand	24 p.c.m.
ON MANILA.—	
On demand	2 p.c.m.
ON SINGAPORE.—	
On demand	1 p.c.m.
ON BATAVIA.—	
On demand	120
ON HAIPHONG.—	
On demand	24 p.c.m.
ON SAIGON.—	
On demand	3 p.c.m.
ON BANGKOK.—	
On demand	60
SOVEREIGNS, Bank's Buying Rate	9.88
GOLD LEAF, 100 fine, per tael	63.00

VESSELS EXPECTED.

THE AMERICAN MAIL.
The O. & O. steamer <i>Guelic</i> , with Mails, & from San Francisco for the 18th instant, via Honolulu, has arrived at Yokohama, and left for this port on the 28th instant, via Iliamna Sea, Kobe, Nagasaki and Shanghai.
The T. K. K. steamer <i>Hongkong Maru</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki, and Shanghai, on the 14th instant.
The F. M. steamer <i>China</i> , with Mails, & left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 22nd instant.
THE INDIAN MAIL.
The steamer <i>Arratoon Apar</i> , from Calcutta, left Singapore for this port on the 24th inst., daylight.
THE FRENCH MAIL.
The M. M. steamer <i>Toshiba</i> , with the French mail, left Singapore on Tuesday, the 20th instant, at 8 a.m., for this port via Saigon.
THE CANADIAN MAIL.
The C. P. R. steamer <i>Empress of Japan</i> left Vancouver on Tuesday, the 18th instant, for Hongkong via usual ports of call.

REGISTERED STEAMERS

OPIUM.

Malwa New	\$880	to	per picul.
Malwa Old	\$940	to	9820 "
Malwa Older	\$940	to	9820 "
P. F. cropped	to	—	"
Foran fine quality	\$910	to	—
Persian extra fine	\$956	to	—
Patna New	3	990	per chest.
Patna Old	\$1,075	to	—
Patna Older	—	990	per chest.

PASSENGERS.

Per *Haitan*, from Coast Ports, Arr. J. Douglas and child and Mr. Fuchs.

Per *Talsang*, from Chofoo, Mr. and Mrs. Newton, two children and two amahs.

Per *Chingfu*, from Sydney, &c., Mrs. Smiles and maid, Misses H. Daly and M. Daly, Messrs. P. J. Holt, W. Vandoeck, C. Bruton, E. Coleman, S. Anderson, and E. P. Fane.

Per *Man*, from Yokohama, for Hongkong, Messrs. M. Fukumoto, Y. Otsaki, S. Hama, M. Itoh and H. Iwasaki; for Marseilles, Messrs. M. Takemochi, C. Nishimura, M. Hoshi, A. Fukawara, K. Kikazato, M. Kawagoye, G. Ohara, M. Ohira, G. Fujita and T. Inouye; for London, Capt. G. Hayasaki, Comdr. K. Arima, Comdr. M. Tachibana, Comdr. K. Asakura, Paymaster M. Iai, Instructor of Machinery, T. Kato, Chief Eng'r. S. Ohashi, Chief Surgeon Y. Teshikawa, Surgeon W. E. Hammond, P. J. Officer N. S. Laidlaw, Petty Officer S. Inoue, Petty Officer T. Ohno, Petty Officer U. Moroi, Petty Officer Y. Yoshida, Chief Carpenter D. Nishimura, Messrs. T. Wheeler, W. Jones, S. J. Hills and S. Alder.

Per *Oldenbar*, from Yokohama, for Hongkong, Major Dorellin, Major S. G. Everett, Lieut. B. Wild, J. M. Wakefield, R. F. Peimiger, Major Butarshia, Messrs. H. Peter and Charles Duce; for Singapore, Mr. Shewell; for Penang, Mr. Grant Brown; for Genoa, Messrs. Bent, T. Imahizumi and K. Hoto; for Antwerp, Mr. J. Andrieux, Mr. Ed. Hogg, Mr. J. J. B. de Jans, Mrs. Richs; for Bremen, Mr. Hugh Knox; from Nagasaki, for Singapore, Messrs. Jozu Nishigori, Katsa Nishiguma and Aki Jenu; for Port Said, Mr. D. Jowachowitch; for Southampton, Mr. James Flatt; from Shanghai, for Hongkong, Eng'r. von der Heyde, Miss Steer, Mr. G. Brothauer, Mrs. Borne, Messrs. John Spalkhauer, N. G. Evans, F. Schmeltzschek, M. Barrett, W. Brumfield, Mrs. Alchison; for Penang, Mr. Mees; for Genoa, Mr. J. S. Ker, Mr. Geringh, Messrs. Thien, J. S. Stinson; for Southampton, Messrs. John Hartley and Middleton; for London, Miss Armstrong; for Bremen, Mr. H. Siebert and Mrs. Maniksch; for Hamburg, Messrs. Emil Nach, J. F. Moller and F. M. Ubbicht; from Poochoo, for Hong-

on the Low Coast, and is due here on or about the 24th proximo.

The N. G. L. steamer *Bignone* left Singapore for this port on the 27th inst. and is due here on or about the 3rd proximo.

The steamer *Savio*, from Hamburg, to Singapore for this port on the 28th inst. and may be expected here on or about the 3rd proximo.

The steamer *Verona* left Suez on the 7th inst. and is expected here on or about the 7th proximo.

The China Mutual steamer *Tenka*, from Glasgow and Liverpool, is due at this port on the 15th proximo.

The N. P. steamer *Queen Adelaide* sailed from Tacoma for Japan and Hongkong on the 24th inst.

The "Ben" Line steamer *Bengalee*, from London and Antwerp, left Singapore on the 25th inst. for this port.

The P. & O. steamer *Pekin* left Singapore for this port on the 26th inst., at 6 a.m.

The steamer *Macedonia*, from Middlebro' at London, left Singapore for this port on the 26th inst.

PASSED THE CANAL.

OUTWARD.—23rd May.—*Vindolona*, Kol. Suthing.—50th May.—*Aden*, Dresden.—2nd June.—*Bengal*, *Merichiechi*, *Sarpidon*.—6th June.—*Savio*, *Halanti*.—8th June.—*Conchu*, *Eralogor*, *F. F. dinand*.—13th June.—*Arab*, *Istion*, *Al Cowrie*, *Tenka*, *Malta*, *Eve*.—16th June.—*Orelto*, *Shinnu*.—18th June.—*Glenavree*, *Konig Albert*.—20th June.—*Serbia*, *Rhipera*.—27th June.—*Savio*, *Mani*, *Alecia*, *Yangtse*.

HOMEWARD.—13th May.—*Canada*.—2nd June.—*Malacca*.—4th June.—*Anagawa*.—18th June.—*St. Regula*.—20th June.—*Annam*, *Savuki*, *Manichschek*.—27th June.—*Annam*, *Japan*, *Hambury*.

ARRIVAL FROM CHINA.—25th June.—*Konig*

JOINT STOCK SHARES

STOCKS.		NO. OF SHARES.	ISSUE PAID UP.	LAST DIVIDEND.	CLOSING QUOTATIONS.
BANKS.					
Hongkong and Shanghai Banking Corporation	88,000	\$125	\$125	30/- div. & 10/- bonus at 111 1/2 = \$28.534 for 2nd half year '00	305 p. ct. pr. = \$500.23 (sellers)
Bank of China & Japan, Ltd. Do. Deferred	160,875 1,200	48 21	24 21	None	21 46.5c.
National Bank of China, Ltd. Do. Founders' Shares	110,750 A 20,000 B (710 shrs.)	210 210 21	24 24 21	2 1/8 for 1900 2 1/2 at 100 2 1/2 at 117 = \$1.35 for 100 None	\$27, buyers \$121, sellers \$20
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$250	26 p. ct. = \$18 for 1898	\$2624
China Traders Ins. Co., Ltd.	24,000	\$82 1/2	\$70	10 p. ct. for yr. end. 30-4-76	\$60, sales and buyers
North China Ins. Co., Ltd.	5,000	\$100	\$25	29 p. ct. for 10 p. ct. in all for 1895	Tia 155
Yantai Ins. Assoc., Ltd.	6,000	\$200	\$25	30-10 p. ct. for 1897	\$121, sellers
Canton Ins. Office, Ltd.	10,000	\$250	\$50	\$11 for 1898	\$132 1/2, sales
Straits Insurance Co., Ltd.	20,000	\$100	\$20	5 per cent. for 1895	\$1, buyers
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$27 for 1898	\$205, sellers
China Fire Ins. Co., Ltd.	20,000	\$100	\$20	28 for 1898	\$79, sales and sellers
SHIPPING.					
Hongkong, Canton and Macao S. S. Co., Ltd.	20,000	\$15	\$15	\$1.20 for half year ended 31-12-90	\$31, sellers
Indo-China S. N. Co., Ltd.	50,000	\$20	\$10	\$1.40 for 10 p. ct. at 1/2 p. ct. bonus for 1898	\$85
China & Manila S. S. Co., Ltd.	6,000 14,000	\$50 \$20	\$10 \$10	50 per cent. for 1899 ct. old Capital	\$65, sales old \$15, sellers
Douglas Steamship Co., Ltd.	20,000	\$20	\$50	12 per cent. for year ending 30-6-94	\$47, sellers
China Mutual S. N. Co., Limited, Preference	20,000	\$20	\$10	Final 3 p. ct. = 6 p. ct. for 1898 on preference	211
Do. Ordinary	20,000	\$20	\$10	10 p. ct. & bonus of 3s. on Ord. account '99	410 1/2c, sellers
Do. Do.	20,000	\$20	\$10	\$1.05 = 12 p. ct. for year ended 30-4-00	45 1/2c, buyers
Star Ferry Co., Limited	40,000	\$10	\$10	Final of 5 p. ct. = 8 p. ct. for 1899	\$174, old sellers \$44, new sellers
Shell Transport & Trading Co., Limited	18,000	\$100	\$100	Final of 5 p. ct. = 8 p. ct. for 1899	\$210, sellers
REFINERIES.					
China Sugar Refining Com- pany, Limited	20,000	\$100	\$100	Final of 85 = 87 for '00 taken out of Equin. Fund	\$122, sales
Luxon Sugar Refng. Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$86
Mining.					
Punjom Mining Co., Ltd.	50,000	58	57	None	\$5, sellers
Do. Preference	30,000	\$1	\$1	None	\$1.30
Société Fran. des Char- bonnages du Tonkin	18,000	F25.20	F25.20	None	\$200, sellers
Queens Mines, Limited	400,000	25cts.	25cts.	None	17, buyers
Jelebu Mining and Trac- ing Company, Ltd.	45,000	\$5	\$5	5 p. ct. half year end. 31-7-94 (coupon 6)	\$12
Kaoh Australia Gold Mining Co., Limited	200,000	\$1	10/10	1w'ling 5 1/2c, 10th div. on 15-1-00	\$58, sellers
Olivers Freehold Mines, Limited	A 15,000 B 45,000	\$5 \$5	\$5 \$44	None	\$3 \$23
Great Eastern and Cal- Gold Mining Co., Ltd.	150,000	\$4	\$3	First year	70 cents
Do. Preference	70,000	\$1	\$1	None	40 cents
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	12,500	\$125	\$125	3 p. ct. 1/2 p. ct. bonus for year ended 31-12-90	525 p. ct. pr. = \$781.12 (sellers)
Hongkong and Kowloon Wharf and G. Co., Ltd.	50,000	\$20	\$20	Final of 5 p. ct. = 10 p. ct. for 1899	\$85
Wanchai Warehouse and Storage Co., Ltd.	2,000	\$100	\$37 1/2	Final of \$12 = 39 for 1899	\$59, buyers
New Amoy Dock Co., Ltd.	6,000	\$62	\$62	22 per cent. for 1899	\$21, sellers
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Invest- ment & Agency Co., Ltd.	50,000	\$100	\$20	Final of \$31 = 70 for 1899	\$130, sales
Kowloon Land & B. Co.	6,000	\$50	\$80	\$11 for 1899	\$264, sellers
West Point Building Com- pany, Limited	12,000	\$50	\$20	Final of \$1.15 = \$1.90 for 1899	\$473, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	10 p. ct. for half year ended 31-12-90	\$128, sellers
Kumpprey & F. Fin. Co.	55,000	\$10	\$10	5 per cent. for 1899	\$10.75, sellers
COTTON MILLS.					
Ewo Cotton Spinning and Weaving Co., Ltd.	17,000	Tia 100	Tia 100	41 p. ct. for period ending 31-10-97	Tia 60
International Cot. Mfg. Co., Ltd.	10,000	Tia 100	Tia 100	3 p. ct. on account '98	Tia 60
Lean-kung-mow Cotton Spin. & Weav. Co., Ltd.	8,000	Tia 100	Tia 100	4 p. ct. on account '98 on 6,000 shares	Tia 60

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Ochikawa Coal Mines,
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Ichimura Coal Mines,
Kishima Coal Mines,
Yoshio Coal Mines,
Yazawa Coal Mines,
Matsura Coal Mines,
The Osaka Shosen Kaisha, Limited,
Tokio Marine Insurance Co. Limited,
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THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER. 27th JUNE, P.M.						
STATION.	Hour.	Barometer red to sea 32° F.	Thermom. surface.	Humidity.	Direction. Force.	Wind. Weather.
Vladivostok	2 p.					
Tokyo	"	29.69			SW	2
Kobe	"	29.76			SW	0
Yokohama	"	29.68			SW	4
Kagoshima	"	29.73			SW	0
Tsushima	1 p.	29.77			W	4
Taichu	"	29.73			SW	0
Tsusan	"	29.75			SW	4
Koshu	"	29.75				
Pescadore	"	29.73	70	82	S	0
Guatifu	3 p.	29.60	82	85	S	3
Sharp Peak	"	29.76	82	85	S	0
Amoy	"	29.74	86	70	SE	4
Swatow	"					
Canton	"	29.67	83	71	SE	3
Hongkong	4 p.	29.71	84	70	SW	3
Victoria Peak	"				SW	0
Gap Rock	"	29.71			SW	0
Macao	"					
Haiiphong	1 p.					
Manila	4 p.	29.76	84	77	W	2
Batavia	3 p.				W	4
Bacool	"				SW	2
Hollo	"	29.81	88		SW	2
Cebu	"	29.80	87		SW	1
C. S. James	"				SW	2
28th JUNE, A.M.						
Vladivostok	7 a.					
Tokyo	10 a.					
Kobe	"					
Yokohama	"					
Kagoshima	"					
Tsushima	6 a.	29.75			S	4
Taichu	"	29.77			S	2
Tsusan	"	29.81			SE	4
Koshu	"	29.83			W	4
Pescadore	"	29.67	71	85	S	0
Guatifu	9 a.	29.81	85	83	S	4
Sharp Peak	"	29.63	81	88	S	3
Amoy	"	29.70	82	87	S	0
Swatow	"					
Canton	"	29.76	86	84	S	1
Hongkong	10 a.	29.74	89	81	SW	4
Victoria Peak	"				S	9
Gap Rock	"	29.73			SW	5
Macao	"					
Haiiphong	7 a.					
Manila	10 a.	29.88	84	71	SW	1
Batavia	"				SW	1
Bacool	0 a.	29.80	82		S	2
Hollo	"	29.80	82		S	1
Cebu	"	29.93	80		SW	2

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Capt. and Mrs. H. C. D. Thompson	Dr. J. C. Thomson
Mr. & Mrs. L. Knox	Mr. and Mrs. Wookey
	and two children

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С. А. МОСИН

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Miss Anderson	Mrs. McCarthy and
Miss B. Anderson	daughter
Mrs. M. L. Andrew and	Mr. and Mrs. W. Newton
son	Mr. & Mrs. W. Newton
Mr. Arthur Bennas	Mr. C. C. Skottowe.
family	Consul Volpicelli
Rev. Francis Flynn,	Madame Volpicelli
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11

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria who have not had their PREMISES LIME WASHED and CLEANSED in Accordance

SANITARY ~~STOCKS~~ BOARD

OWNERS OF HOUSES situated in the Western Division of the City of Victoria who have not had their **PREMISES LIME WASHED AND CLEANSED** in Accordance with Law are reminded that the period during which this work should be finished ends on the 30th day of JUNE, 1906, and the Sanitary Board, being convinced of the necessity of cleanliness in its efforts to stamp out Plague, is determined to rigorously prosecute any Owner in default after the above named date.

By Order of the Board.

G. A. WOODCOCK,
Acting Secretary.

Sanitary Board Office,
1st May, 1906.

Note.—The Western Division of the City lies to the West of Morrison and East of...

Streets.

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